

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5751

號四十二月三年四十三緒光

FRIDAY, APRIL 24, 1908

五拜禮 號四十二月四英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000  
RESERVE FUNDS.....15,120,000

Head Office—YOKOHAMA.

#### Branches and Agencies.

TOKIO, KOBE, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW, CHEFOO, TIENTSIN, PEKIN, NEWCHOWANG, DALNY, PORT ARTHUR, ANTUNG, LIOYANG, MUKDEN, TIENTUNG, CHANGCHUN.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit:—

For 12 months.....5% p.a.

" 6 ".....4% " "

" 3 ".....3% " "

" 1 ".....2% " "

TAKEO TAKAMICHI, Manager.

Hongkong, 23rd March, 1908. [23]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$3,250,000  
ABOUT MEX \$7,222,222  
RESERVE FUND.....GOLD \$3,250,000  
ABOUT MEX \$7,222,222

#### HEAD OFFICE:

60 WALL STREET, NEW YORK

#### LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

#### LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

" 6 " 4 " " "

" 3 " 3 " " "

" 1 " 2 " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 8th April, 1908. [25]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (L3,750,000).

RESERVE FUND FL 5,378,375 (about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tejal, Pecalangan, Pasoeropan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.

Do. 6 do. 4% do.

Do. 3 do. 3 1/2% do.

Do. 1 do. 2% do.

J. L. VAN HOUTEN, Agent.

Hongkong, 18th November, 1907. [26]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000  
RESERVE FUNDS.....\$15,000,000  
Sterling.....\$1,500,000 at 2/11= \$1,000,000  
Silver.....\$13,500,000

RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

#### COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman.

E. Goetz, Esq., Deputy Chairman.

E. G. Barrett, Esq., E. Shellen, Esq.

G. F. Ireland, Esq., R. Shewan, Esq.

A. Fuchs, Esq., H. A. W. Slade, Esq.

C. S. Gubbay, Esq., H. E. Tomkins, Esq.

C. R. Leismann, Esq.

#### CHIEF MANAGER:

Hongkong—J. R. M. SMITH

Shanghai—W. ADAMS ORAM

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 23rd April, 1908. [34]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. [38]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,200,000

RESERVE FUND.....£1,475,000

RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

TOTAL.....£3,875,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.

" 6 " 3 1/2 " "

" 3 " 3 " " "

" 1 " 2 " " "

JOHN ARMSTRONG, Manager.

Hongkong, 6th January, 1908. [39]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS:—BERLIN.

BRANCHES:—

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Koeln.

Bayrische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN) LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be agreed on application. Every description of Banking and Exchange business transacted.

A. KOEHN, Manager.

Hongkong, 4th December, 1907. [30]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

ALMARRAS

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES

PERA.....25th April.....Freight only.

Capt. W. W. Cooke, R.M.R.

SHANGHAI.....About 20th April.....Freight and Passage.

Capt. C. L. Daniel

LONDON, &c., via usual Ports

DEVANHA.....2nd May, Noon.....See Special Advertisement.

Capt. T. H. Hyde, R.M.R.

For Further Particulars, apply to

F. J. ABBOTT, Acting Superintendent.

Hongkong, 23rd April 1908. [7]

## Intimations.

### LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF SLAZENGER'S AND BUSSEY'S TENNIS RACKETS.

\$8.00 to \$20.00 each.

TENNIS BALLS.

\$10.00 per dozen.

TENNIS NETS & POSTS.

MARKERS NET REGULATORS.

COURT MARKERS.

RANSOME'S LAWN MOWERS.

TENNIS SHOES.

\$6.60, \$8.60 and \$10.50 per pair.

### LANE, CRAWFORD & CO.

CHAMPAGNES, SHERRIES, MARSALAS, MADEIRAS, PORTS, CLARETS, BURGUNDIES, ALES, BEERS & STOUTS.

HOCKS & MOSELLES, BRANDIES, GINS, WHISKIES, VERMOUTHS, BITTERS, LIQUEURS.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th April, 1908. [40]

### THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

3, PEDDER STREET, MADAME FLINT, MANAGERESS.

Just Unpacked Another Lot of NEW SPRING GOODS.

Direct from Paris.

[41]

## CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co. sole agents.

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,353 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons.

"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 599 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

#### EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M., returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

## Hotels.

### KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.

The only First-class Hotel in Kowloon.

Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call Bells.

Bath Rooms attached to Each Room.

Telegraphic Address: "CHEF" HONGKONG.

Telephone No. K4.

Unrivalled for Comfort and Cuisine.

Thoroughly Up to Date with Every Modern Luxury.

Billiards and Bowling 4 Days.

Moderate Terms and No Extras.

Modern Management.

O. E. OWEN, Proprietor.

### VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHANGHAI).

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

H. HAYNES, Manager.

### MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA.

IN THE CENTRE OF THE PRATA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRATA, near the TRAM TERMINUS Tel. 86.

For Terms, &c., apply to the

MANAGER.

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,

Manager. [3]

### CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.







## Intimation.

**Wm. Powell, Ltd.,**  
ALEXANDRA BUILDINGS.

*Everything for Children's Wear:*  
SMART MODELS FOR PRESENT WEAR



**SUN HATS.**  
**GIRLS' HATS.**  
**CHILDREN'S MILLINERY.**  
**Wm. Powell, Ltd.,**

Des Vaux Road,  
and  
28, Queen's Road,  
HONGKONG.  
Hongkong, 18th April, 1908.

## Public Companies

**HONGKONG JOCKEY CLUB.**  
**NOTICE.**  
THE HALF-YEARLY MEETING of the above Club will be held TO-MORROW, the 25th April instant, at 2.30 P.M., at the Offices of the Jockey Club on the ground floor of the Hongkong Club Annex, Chater Road.  
By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 24th April, 1908. [406]

**GREEN ISLAND CEMENT CO., LTD.**  
THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, T. MORROW, the 25th April, 1908, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, declaring a Dividend and electing Consulting Committee and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED ON SATURDAY, 18th April, until SATURDAY, 25th April, both days inclusive.  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 24th April, 1908. [407]

**THE HONGKONG ELECTRIC CO., LD.**  
NOTICE is hereby given that the NINETEENTH ORDINARY GENERAL MEETING OF THE SHAREHOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 2nd May, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 29th February, 1908, and electing Directors and auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive.  
By Order of the Board of Directors,  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 13th April, 1908. [421]

**Notice of Firm**  
**INTERNATIONAL SLEEPING CAR**  
and  
**EXPRESS TRAINS Co.**  
(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.  
SHEWAN, TOMES & Co.  
Agents.  
Hongkong, 31st July, 1907. [47]

**Intimations.**  
**THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.**  
(CAPITAL PAID UP ..... \$1,250,000)  
LOANS on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application).  
THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c.,  
Undertaken and Executed.  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 19th March, 1908. [48]

**GREEN ISLAND CEMENT COMPANY, LIMITED.**  
**PORTLAND CEMENT.**  
In Casks of 375 lbs. net \$5.00 per Cask ex Factory.  
In Bags of 250 lbs. net \$8.00 per Bag ex Factory.  
SHEWAN TOMES & Co.  
General Managers  
Hongkong, 3rd October, 1907. [52]

**LEE YEE**  
HAIR DRESSING SALOON.  
HAS ALWAYS ON HAND  
CIGARS, CIGARETTES  
AND  
TOILET REQUISITES  
FOR SALE.  
12, D'ARQUER STREET,  
HONGKONG.  
Hongkong, 2nd September, 1907. [54]

**NOTICE.**  
THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10cts) per Single Copy.  
THE MANAGER,  
*Hongkong Telegraph* Co., Ltd.  
Hongkong 10th September, 1906. [61]

## IN A DEEPER HOSPITAL.

(Continued from page 5.)

"See here," said the visitor to the medical officer, "what do you want to drive poor people like that for? How much an hour do they get?"  
"Why," was the reply, "they are doing that work for their own pleasure and pastime. They need not do a stroke from one day's end to the other if it pleases them; they can all live as the two Chinamen we have here live—eat, sleep, and play cards."

It is right to state at this stage that the majority of the 19 or 20 patients in the hospital have the disease in a mild form, and practically all of them are physically strong men; with all the desire of strong men for activity. Hence it is that that hospital looks less like a hospital than it looks like the living place of a party of people, who have collected a long series of multifarious tasks, and retired to execute them in quietness. It would be idle to say that within the restricted boundaries are no days of despondency, no nights barren of comfort, no eyes that do not cloud with longing, no hands that do not strike fierce-fisted against the barriers of circumstance. All that is there, just as it is in the open world; yet, just as it is where fortune seems the most generous, but there is no greater amount of it than comes in gusts to all of us at one time or other.

The proof of this lies in the way these people live. They are surrounded with the clean air borne of the sea; they are housed well and cleanly, and fed abundantly. Their fancies are allowed play as far as is possible, and, as was said before, nearly all of them are able to exert themselves at the ordinary person does. Not later than 7 o'clock in the morning they arise, and at a quarter to 8 breakfast is ready for them in the general dining-room. A roomy, cheerful dining-room it is, too, with the long white-covered table, and white-curtained open windows. After the morning meal, each patient betakes himself or herself to the task that he has created for himself or to the tending of his little cottage. It is one of the rules that all must pay the utmost attention to cleanliness of person and of their quarters. They are to bathe not less than three times a week; wash twice daily at least; keep their dress clean and tidy; generally keep their quarters, verandahs, and adjacent grounds as may fit time, to time be directed by the chief attendant, wash their own bed and body linen, and assist in special quarterly cleansing of their own quarters. The forenoon having passed in one "job" or another, or in fishing from the boat in the bay with lines, or from the rocks with the bow and arrow of the kanakas, or in swimming, dinner is served, at a quarter to one. Tea comes on at 5 o'clock in the evening.

Now, it is of interest here to learn how the "tate feeds these poor ones in its care." It is no uncommon belief—indeed, it is over-prevalent—that the State is the means of all vicissitudes. Judge how far this be true of the

eat (uncooked), 1 lb. daily; bread, 1 lb. daily; biscuits (soda or coffee), 1 lb. daily; potatoes, 1 lb. daily; vegetables, 1 lb. daily; milk, half-pint daily; butter, 1 oz. daily; fish (fresh) 1 lb. weekly; bacon, 2 b. weekly; sugar, 1 lb. weekly; tea, 6 oz. weekly; rice, 1 lb. weekly; sago or tapioca, 1 lb. weekly; flour for scones, 1 lb. weekly; jam or honey, 1 lb. weekly; eggs, seven weekly; fruit (cooking), 1 lb. weekly; fruit (table), 1 lb. weekly; salads in season, twice a week; tinned meat or fish, 1 lb. monthly; pork or lamb may be substituted for other meat on Sundays; dried fruit, extra milk, or eggs for puddings, condiments and pickles as required; and tobacco, jelly, cocoa, coffee, and other extras are ordered by the medical superintendent (who visits the patients at least three times a week), as may be necessary. Nor do the possibilities for eating cease with that. The regular meals are cooked by one of the Little Bay Hospital cooks, but there is no restriction placed upon patients who wish to cook for themselves any little thing they fancy. On the occasion of the visit of the representative of *The Daily Telegraph*, his tour of inspection brought him to the rooms of the kanakas. In the doorway were three black faces, split with the most cheerful and extended grin that one could see without anxiety for the owners' heads falling in two pieces. From within the room, a rich aroma came that never departed from anything but a pot. "Well, you boys," said the doctor, "eating again?" The grinning faces looked as if they could never be straightened out. "Curry! I bet," murmured the chief attendant. The grins thereupon exploded in a burst of laughter—curry was an old friend.

In the centre of the rows of cottages is the amusement room for the men, and within it a stage and piano, a billiard table, and library. From time to time books are put upon the shelves, and the old men burn. Nothing ever comes out of the house—everything possible is destroyed. Even empty bottles are driven into the ground to form borders for gardens.

Almost every patient has a hobby, and as most of them are simple enough, they are gratified by the authorities. One keeps parrots, and teaches them portions of the English and other languages, another has a pigeon-loft, with a cloud of the birds; still another has a fowl-run, with about a couple of hundred fowls; some have their private vegetable gardens (for instance) Kanakas running to sweet potatoes, for instance) or flower gardens, others cling to music. The chief attendant, an old soldier, who has been in many lands, and knows men, looks upon his patients as so many of his children. Their whims and humors are safe to find from him patience, while the doings of their day are to him of as much importance and interest as to themselves. The same can be said of the nurse in charge of the female inmates. "Why," she exclaimed, "I don't think any of them would leave now. We all have fine times here with picnics—did you see our picnic ground in the little dip over there? and birthday parties, and the music and the fancy work at night. I tell you—"

The pressman turned at the top of the hill to look back upon the place where there was so little of the sorrow and so much of the well-being. Down upon the beach, a figure danced excitedly and the end of a faint fishing line. It was Charlie. He had left the shadow of the rock.

## To Let.

**TO LET.**  
HOUSE in KNUTSFORD TERRACE, Kowloon.  
No. 3, CANTON VILLAS.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st April, 1908. [159]

**TO LET.**  
HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession.  
Apply to—  
A. RAYMOND,  
C/o S. J. David & Co.  
Hongkong, 23rd March, 1908. [177]

**TO LET.**  
CHAMBERS in No. 7, WYNDHAM STREET, late Hotel Baltimore, rent moderate.  
First Floor of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.  
ONE ROOM with Verandah and a SMALL ROOM on the Second Floor of No. 8 DES VEAUX ROAD CENTRAL, above our office, suitable for Business Premises or Dwelling.  
Apply to—  
DAVID SASSOON & Co., LD.  
Hongkong, 6th April, 1908. [157]

**TO LET.**  
ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.  
Apply to—  
JARDINE, MATHESON & Co., LD.  
Hongkong, 21st March, 1908. [138]

**TO LET.**  
OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)  
Apply to—  
THE COMPRADORE DEPARTMENT, Jardine, Matheson & Co., Ltd.,  
Connaught Road Central.  
Hongkong, 24th February, 1908. [185]

**TO LET.**  
HATHERLEIGH, CONDUIT ROAD.  
OFFICES in YORK BUILDING, BLUE GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VEAUX ROAD next to the Hongkong Hotel.  
FLATS in MORETON TERRACE.  
OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.  
HOUSES in WONG-NEI-CHONG ROAD.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 10th April, 1908. [160]

**TO LET.**  
4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.  
FLATS for Europeans in WILD DELL BUILDINGS, No. 147, Wanchai Road.  
Apply to—  
PERCY SMITH & SETH.  
Hongkong, 16th December, 1907. [172]

**TO LET.**  
NO. 4 and 8, LEIGHTON HILL ROAD.  
Apply to—  
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 30th March, 1908. [126]

**For Sale.**  
PABST BREWING COMPANY, MILWAUKEE.  
FRESH SUPPLIES  
ALWAYS KEPT IN STOCK  
BY  
SIEMSEN & Co.,  
Agents for  
HONGKONG & SOUTH CHINA.  
Hongkong, 20th July, 1907. [55]

**A BROKEN-DOWN SYSTEM.**  
This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for it may be a simple debility, or it may be the result of some of the more prominent being sleeplessness, indigestion, or nervousness, or depression of spirits, or any of the ordinary ailments of life. Now, what is a broken-down system? It is a system in which the body is so weak that it cannot show off those morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of THE NEW FRENCH REMEDY THERAPION NO. 3. This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for it may be a simple debility, or it may be the result of some of the more prominent being sleeplessness, indigestion, or nervousness, or depression of spirits, or any of the ordinary ailments of life. Now, what is a broken-down system? It is a system in which the body is so weak that it cannot show off those morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of THE NEW FRENCH REMEDY THERAPION NO. 3. This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for it may be a simple debility, or it may be the result of some of the more prominent being sleeplessness, indigestion, or nervousness, or depression of spirits, or any of the ordinary ailments of life. Now, what is a broken-down system? It is a system in which the body is so weak that it cannot show off those morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of THE NEW FRENCH REMEDY THERAPION NO. 3.

**THERAPION**  
The principal cause of this condition is a broken-down system. It is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for it may be a simple debility, or it may be the result of some of the more prominent being sleeplessness, indigestion, or nervousness, or depression of spirits, or any of the ordinary ailments of life. Now, what is a broken-down system? It is a system in which the body is so weak that it cannot show off those morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of THE NEW FRENCH REMEDY THERAPION NO. 3.

## Intimations.

**SAINT-RAPHAEL**  
**TONIC, RESTORATIVE, DIGESTIVE WINE**  
Very palatable.  
Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.  
DOSE: One wine-glass after the two principal meals.  
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:  
(1) The WARRANTY STAMP of the UNION DES FABRICANTS.  
(2) A METAL SEAL advertising CLETEAS.  
**CLETEAS** is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.  
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).  
CALDERON MACAREZ & Co., Hongkong.

**WANTED.**  
SITUATION as HOTEL MANAGER, ASSISTANT or SECRETARY. Fourteen years' experience in the East.  
1st Class reference.  
Address—  
"ROTVAH,"  
C/o this Office.  
Hongkong, 21st April, 1908. [436]

**MUSIC LESSON.**  
LESSONS in Violin, Mandoline and Guitar at pupil's residence.  
Evening engagements for Dances and Concerts.  
Apply to—  
E. J. LOPES,  
C/o Hongkong Telegraph Office.  
Hongkong, 9th March, 1908. [322]

**WHERE ARE YOU GOING?**  
**WHY, TO CHAZALON & CO.**  
6, QUEEN'S ROAD CENTRAL,  
Where I am sure to find the best  
FRENCH BONBONS,  
LIQUEURS,  
BURGUNDY,  
CHAMPAGNE  
and  
CLARET.  
Hongkong, 20th January, 1908. [53]

**Consignees.**  
**NOTICE TO CONSIGNEES.**  
THE P. & O. S. N. Co.'s Steamer  
"POONA,"  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.  
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.  
Goods not cleared by the 27th instant, 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.  
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No claims will be admitted after the Goods have left the Godowns.  
F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 21st April, 1908. [17]

**NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.**  
**NOTICE TO CONSIGNEES.**  
THE Steamship  
"PRINZ-EITEL-FRIEDRICH,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk, into the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before TO-MORROW, the 21st of April, at Noon.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st of April, will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st of April at 3.30 A.M.  
All claims must reach us before the 2nd of May, 1908, or they will not be recognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.  
NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.  
Hongkong, 21st April, 1908. [6]

**Consignees.**  
**AMERICAN AND MANCHURIAN LINE**  
**NOTICE TO CONSIGNEES.**  
FROM NEW YORK VIA SUEZ CANAL.

THE Steamship  
"SWAZI."  
Captain Mackenzie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 22nd inst., at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.  
Hongkong, 16th April, 1908. [431]

**HAMBURG-AMERIKA LINIE.**  
THE H. A. L. Steamship  
"SENA GAMBIA,"  
Captain Eckhorn, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to take immediate delivery of their goods from alongside.  
Optional Cargo will be forwarded unless instructions are given to the contrary before 6 hours.  
Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.  
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 23rd inst., will be subject to rent.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 18th April, 1908. [433]

**AMERICAN ASIATIC S.S. CO.**  
**NOTICE TO CONSIGNEES.**  
FROM NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"ST. DUNSTAN,"  
Captain W. Jones, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.  
All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on MONDAY, 27th inst., at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.  
Hongkong, 20th April, 1908. [435]

**"BEN" LINE OF STEAMERS.**  
**NOTICE TO CONSIGNEES.**  
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 22nd April, 1908. [441]



## Intimations.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

**WATSON'S**

**E**

VERY OLD LIQUEUR

**SCOTCH**

**WHISKY**

A Blend of the Finest Pure Malt  
Whiskies distilled in Scotland

OR

**GENUINE AGE**

AND

**FINE MELLOW**

**FLAVOUR.**

Per Case - - - \$16.50

Watson's

**D. SHERRY**

SUPERIOR PALE DRY.

Per Dozen ..... \$19.50

A VERY FINE WINE, POPULAR  
THROUGHOUT THE FAR EAST.

**A. S. WATSON & CO.,**

LIMITED,

ALEXANDRA BUILDINGS,

Hongkong, 7th April, 1908.

[33]

### NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger.

On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 24, 1908.

### U. S. BATTLESHIPS.

The partial rejection of President Roosevelt's proposal to Congress for the construction of four battleships for the United States Navy, revives attention to Mr. Geo. W. Dickie's opinion on the efficiency of the American battleships. Mr. Dickie, as the builder of many ships of war, has an unimpeachable knowledge of the opinions of such men as Reuterbach who is merely a painter of marine pictures, and seems to have no technical knowledge whatever of naval vessels except such as he has picked up in conversation with naval officers. As for the criticisms which were made in a recent magazine article, Mr. Dickie states that they all refer to moot points which have been under discussion in all navies for the last twenty years and upon which there is no difference of opinion. The marine artist merely took up with those opinions from which he could make the most slashing and polemic magazine article. In a leading article the *New York Chronicle* says: "One naval officer and another may be assumed to have the same opinion on the subject of the efficiency of the United States Navy. They certainly know all about the ships upon

which they sail, and the fact that they are proud of them and conscious of their superiority and ability to meet the ships of any other nation, whatever should be satisfactory evidence to the rest of us that they are as good ships as are made. When Mr. Dickie comes to express—or rather let people infer—his opinion of the bureaucratic methods which prevail in the Navy he is on quite other ground. There is no question that bureaus in America and all other countries become conceited and snobbish. They do not approach with open mind any proposition whatever which originates outside their own number, and in reading Mr. Dickie's amusing account of his tilt with the U.S. naval construction board one cannot but wonder that with his long experience he should have ever imagined that the board would ever even consider any designs but their own. It is, of course, a fact that continued service in gay corps has a deadening effect on originality of any kind and that, *prima facie*, the design of any civilian naval architect of long experience in building ships of war is almost certainly better than any design which emanates from naval constructors constrained by precedent. There is also in all military services an habitual deference to seniors in rank which would tend to prevent a junior officer, no matter how talented, from even hinting at anything not already sanctified by the approval of those higher up. There is but one way to get the best designs for naval vessels, and that is to admit everybody to the competition and submit the designs unmarked by the name of their authors to a board of which no member has offered any design of his own or is connected in any such way as to make it probable that he can detect the authorship of any design. But nothing but an act of Congress will ever cause the U.S. Navy Department to adopt that course.

### LOCAL AND GENERAL.

We have received from Chief-Inspector H. G. Baker a donation of \$10 to the "Hobbs Maintenance Fund." The money has been forwarded to Mr. W. H. Williams, hon. secretary of the Fund.

A EUROPEAN gentleman, resident of Pedder's Hill, was ordered to give Postman 84, \$3 compensation in the Police Court this morning. The defendant was charged with allowing a ferocious dog to be at large unmuzzled. It was further stated that while the postman was on duty on the 10th instant, the "chow" spring upon him inflicting certain wounds.

Curlew, was charged in the Police Court, this morning, with having absented himself from duty without proper permission. Mr. J. W. Robertson, chief engineer of the Hongkong and Kowloon Wharf and Godown Company, Ltd., prosecuted. It was stated that, on the 23rd ultimo, the defendant asked permission for fourteen days' leave of absence to visit the interior to worship at his ancestral tomb. He failed to return at the stipulated time. When he put up appearance yesterday, he failed to give a satisfactory explanation and was turned over to the police. He was requested to pay a fine of \$10.

By kind permission of Major R. Le H. Burton and Officers Commanding, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner at the Hongkong Hotel, to-morrow, the 28th instant:

March..... "The Commandant".....Hume  
Valse..... "Goutte de Rosee".....Waldteufel  
Selection..... "Patience".....Sullivan  
Song..... "Violet".....Wright  
Three Dances from Henry VIII.....German  
(a) "Morris Dance."  
(b) "Shepherd's Dance."  
(c) "Torch Dance."  
Dance Gradation..... "Le Palais Royal".....Bonheur  
Selection..... "The Evil from Kays".....Carrill  
Polka..... "Post Horn".....Moore  
(Soloist—Bandsman Orrell)  
Regimental Marches  
God Bless the Prince of Wales  
God Save the King.

### SHIPPING AND MAILS.

#### MAILS DEP.

Indian (*Katsang*) 26th inst.  
Indian (*Ontang*) 29th inst.  
Indian (*Kunsang*) 1st prox.  
American (*Nippon Maru*) 1st prox.  
German (*Prins Sigismund*) 2nd prox.  
Canadian (*Empress of China*) 6th prox.

The s.s. *Kalowa* left Singapore on 23rd inst., and is due here on 29th inst.

The H. A. L. s.s. *Lidila* left Shanghai on 23rd inst., and may be expected here on 26th inst., p.m.

The J. C. S. N. Co.'s s.s. *Oarsing* from Calcutta and the *Walls* left Singapore for this port yesterday afternoon.

The s.s. *Sika* sailed from Haiphong this morning, and may be expected to arrive here at daylight, on 27th inst.

The Java-China-Japan Line's *Tjimak* left Macassar for this port on 20th inst., and may be expected here on 26th inst.

The Java-China-Japan Line's *Tjimak* left Kutchin for this port on 23rd inst., and may be expected here on 29th inst.

## The Japanese Boycott.

HONGKONG MERCHANTS' SACRIFICE

In unimpaired quarters the strength of the boycott movement against the Japanese is sought to be minimised. But evidence is not lacking that the feeling in Hongkong, the Cantonese agitation is as keen to-day as it was on its inception a month ago. True enough, the warning issued by the Provincial Government, under instructions from the higher authorities at Peking, has had the effect of checking all outward demonstration, but that is not to say that the boycott is partially removed or beginning to die out. The fervour with which the campaign is being peacefully but determinedly carried on was demonstrated in the Colony quite recently. Mr. Lee Siu Yeung, master of the *Wa King Tai Nam Pak Hong*, is one of the promoters of the Self-Government League in Chow-chow (a). He has been active in pursuing the propaganda; he has used his best endeavours to get the tradesmen residing in his house not to purchase Japanese goods. He has evicted those tenants who refused to fall in with his suggestions, notwithstanding the fact that the eviction must mean to him a matter of a few thousand dollars a year. He has also directed the members of his staff not to wear clothes made of Japanese spun material. To those who could ill afford the cost of replacing the discarded Japanese article, Mr. Lee has gone to the length of giving money to enable them to repay for the new clothes.

JAPANESE GINSENG UNDER THE BAN. At a recent meeting of the Japanese drug stores in Canton a resolution was adopted to boycott all goods required by the trade originating from Japan. The resolution is to become effective from the 1st day of the 4th moon (30th inst.). The most serious import of the drug trade is the ginseng, the Korean being under Japanese tutelage the Cantonese have not discriminated in favour of that country. As is well-known, ginseng is a most valuable root used in the Chinese pharmacopoeia. It bulks largely in the export trade of Korea; the only market for the root is China, and by placing it under ban the Cantonese may be dealing a serious blow to the trade of the impoverished Hermit Kingdom.

#### TOKIO ALLEGATIONS.

Shanghai, April 20. The spread of the Chinese boycott is causing serious apprehension in Japan, where its effects are now beginning to be felt. The merchants are beseeching the government to adopt stringent measures with a view to suppressing the discrimination against Japanese goods.

The press of Tokyo continues its agitation against the foreign firms in China on the ground that they are doing all they can to promote the boycott and ruin Japanese trade.

### CANTON DAY BY DAY.

#### THE ACTING VICEROYSHIP.

[From Our Own Correspondent.]

Canton, 23rd April, 1908. During the temporary absence of the Viceroy on a tour of inspection (1) the West River, the Provincial Treasurer, Mr. Hsiao Lin, will perform the duties of the Viceroyship. Mr. Siu Wing Nin will also accompany H. E. on the tour.

#### HOUSE COLLAPSE.

At 9 o'clock last evening a house suddenly collapsed in the Chi Chin street inside the City and it is reported that several persons were more or less injured, but no lives were lost.

#### LIXIN COLLECTION.

The collection of Lixin dues during the second ten days of this month, as reported by the Lixin officials, amounts to taels 56,353.89.3.

#### PLAGUE.

Plague has been prevailing in the Ke Ying district since last year, and it becomes more serious during the spring season. It is reported that over 600 cases of plague have been recorded there since the beginning of this year.

#### THE BOYCOTT.

A few days ago, the people of Chu Tsun market held a National Disgrace meeting and passed a resolution to fall in line with the Canton Self-Government Society in boycotting Japanese goods. The people also agreed to open an office there for the collection of subscriptions for the Canton Shipping Company.

The Canton Self-Government Society has received a telegram from Wat Lum, in which the Society has been informed of a resolution adopted to boycott Japanese trade. The Society is also requested to, at an early date, send to Wat Lum copies of the prospectus of the proposed Canton Shipping Company.

#### MAP OF KWANGCHOW.

A master, together with a number of students of the Canton Survey and Drawing School, has been instructed to prepare a correct map of the province of Kwangchow.

THE *Manila Times* says:—The recent trip of Dr. Heiser to Amoy in bearing fruit in the shape of a remarkable influx of returning Chinese passengers. The *Taipei* brought 680 on April 5; the *Rubi* 764 on April 14; and the *Taipei* arrived yesterday (21st inst.) with 455, 100 on board. These are in almost every case men who had been detained at Amoy in the belief that they had trachoma but were pronounced by Dr. Heiser not to be afflicted with the trachoma or any other dangerous contagious disease. The immigration officials, who through the holidays and will be obliged to deal with a large amount of overland, in order to handle one of the greatest influxes in its history.

## Florida Water Trade Marks.

SIR HENRY'S STIRRING ADDRESS.

"A PERVERSION OF JUSTICE."

Sir Henry Berkeley, K.C., opened his address to the jury at the Supreme Court, this morning, in the case of the three men—Lung Chak Chai, Fung Fuk Tin and Lam Shan Ting, merchants carrying on business in Des Vaux Road, Central, under the style of the Kwong Sang firm, who were charged, at the instance of Messrs. Lanman and Kemp, of New York, with infringing their Florida water trade-mark, (2) selling Florida water with a false trade-mark, and (3) with applying a false trade description to the bottles.

Sir Henry, who was retained by the defence, held the floor for just over an hour during which time the gaze of his audience was riveted on him. Every word he uttered was heard throughout the length and breadth of the room. He strove to show that there was only one point at issue, and that was whether there was any "intention" on the part of the defendants to defraud, what he called the "New York squatters." He ridiculed the idea that there was a similarity between the labels of the defendant firm and that of Messrs. Lanman and Kemp. He described in a calm way that this prosecution was merely an act of intimidation. This shaft stirred Mr. Slade, the prosecuting Counsel, to smiles. Sir Henry contended that the prosecution were not justified in taking criminal proceedings against his clients; that their channel was through the civil courts, and he proceeded to say, with no little emphasis, that what Messrs. Lanman and Kemp required was to squeeze out all other traders and to corner the market. To these very trenchant remarks the attention of the jury, the officials of the Court, and the merchants—there were many in the body of the court-room—never flinched for a single moment.

Sir Henry began his address by saying that what the jury had to decide was whether there was any "intention" to defraud. If they decided that there was no intention then they must acquit the defendants.

The Chief Justice, Sir Francis Pigott, said that "intention" did not enter the present prosecution. He thought that in all cases of this kind the public had a voice in the matter as well as the individual. Criminal proceedings, he stated, were not for the benefit of any one individual, but for the protection of the public right.

Sir Henry argued that the defendants could not be convicted if it was proved that they had no intention to defraud. They could not convict unless the jury found that the intention to defraud was there, even if there was some similarity in the trade-marks.

The Chief Justice—Intention to defraud need not necessarily be to defraud the owner of the trade-mark, but the public.

Here Sir Henry quoted authorities to substantiate his contention.

Mr. Slade, at this stage, cited a case, which he said was similar to the one at issue. In that case, he said, a man named Hargrave was found to have acted innocently when it was discovered that he was selling his bottled waters in bottles belonging to a rival named Wood. Although there was no definite attempt to defraud he was misleading customers.

Sir Henry Berkeley was then allowed to proceed. He observed that his defence was obnoxious to the jury. The defence asserted, and he hoped the jury would uphold that assertion, that nothing had been done by his client to warrant these proceedings. What the prosecution wanted to do was to squeeze the defendants out of the trade for their own pecuniary benefit. It could not escape attention that when Mr. Lamperaki, a salesman of Messrs. Melchers and Company, agents for Messrs. Lanman and Kemp, was examined yesterday he had a most colourable imagination, when he was called upon to speak as to the similarity of the trade-marks, Lanman and Kemp saw no colourable imitation in their trade-mark and that of Messrs. Colgate's of New York, notwithstanding that the "get up" was the same.

Here Sir Henry picked up two bottles of Florida water—one of the defendant firm's manufacture and the other of Lanman and Kemp's—and stood them up on the table, with the labels facing the jury.

Mr. Slade, with Sir Henry's last remark still ringing in his ears, remarked that the latter gentleman, by exhibiting the two bottles to the jury, wanted to make them believe that the defendant's bottle was Colgate's.

"Is not that nonsense?" queried Sir Henry. Then to Mr. Slade: "Is that what we have to go to jail for?"

Sir Henry—I hope not.

Continuing, Counsel for the defence said emphatically that it was impossible to deceive any man outside a lunatic asylum with these two brands of Florida water. How was it possible, he asked, to deceive any man, any ordinary man—the man in the street—into purchasing the "Two Girls" brand Florida water for that of the Fountain brand, belonging to Messrs. Lanman and Kemp. What were criminal proceedings brought for? For a thing they had been doing for years? An injunction was that should have been taken, so that the defendants could take the matter to the Privy Council. "But, no," he remarked loudly, "they know that they are convicted here we have no remedy. 'Are we criminals?' he remarked at the top of his voice. In this matter there were large pecuniary interests involved. The defendants were accused of defrauding the public, a charge which the prosecution had yet to show. They had not brought one man to show that he had been defrauded by being handed the defendant's Florida water when he asked for that of Lanman and Kemp. It was a perversion, a perverted justice to bring the defendants into Court in a criminal action. He pleaded with the jury to hold out with him, and to protect him in such an affair. He begged the prosecution to "grabbers." What

they wanted was to get the exclusive right to sell their goods and to drive out such people as the defendants, Watson's and Humphreys. "We have the money," protested Sir Henry, pushing back his chair, "we have the influence, and we will take the matter as far as the Privy Council. They know this and that is why criminal proceedings were taken." Here he paused for a while and continued: "I will stake my professional reputation—"

The Chief Justice called him to order for using those words.

"Then I will not stake my professional reputation. It is too good," Sir Henry returned. He went on to explain that he could not take his case to the Privy Council if a decision was given in criminal jurisdiction. He charged the prosecution with intimidation. His clients were not to be intimidated, he said. They would stand up and trust to the jury for the vindication of their rights. His learned friend had stated yesterday in outlining his case, that in deciding the matter, the jury must regard themselves as ignorant men; not as a set of sensible men they were, Sir Henry commented. He reiterated that the jury could not convict in this case, unless it could be proved that in attempting to purchase a bottle of "Fountain" brand Florida water, the defendant gave their brand instead. Furthermore, if a man called at the defendants' firm and called for "a bottle of Florida water," not mentioning any particular brand, but having Messrs. Lanman and Kemp's make in his mind, and he was handed a bottle of "Two Girls" brand, was that man deceived; when the "Two Girls" label was so prominent. How was it possible? He would apologise to the jury for taking up their time in a matter, the difference of which was so obvious. What was the moral position of the defendants? What was there to bring men like the defendants into a criminal court? They have a right to sell what they liked, and the American "squatters" could not stop them. It was pointed out that two days after the Kwong Sang firm had registered their trade-mark, the New York firm got theirs on the register after a six years' struggle with the Colonial Secretary. Florida water was not only sold by the defendants in the Colony. Messrs. A. S. Watson and Company sold it, also Messrs. Humphreys.

Mr. Slade—Are you going to prove all you have said?

Sir Henry—Yes, all I have said, and a little more.

By these criminal proceedings the defendants were put in a false position, Sir Henry went on. If the verdict was against them they were concluded. If they were condemned like criminals the prosecution would then have the opportunity of holding out their threat. "Remember the Kwong Sang," they would say. They would then go to Watson's and say: "Are you going to stop selling Florida water?" Watson's would reply: "No, certainly not." Thereupon, the prosecution would say with their fingers pointing: "Remember the Kwong Sang." And so on with the same threat.

What the defence wanted was a verdict to show that "gentlemen of New York" that they were to recognise the rights of other people other than Colgate's.

This concluded the address, and witnesses for the defence were examined. The first witness was Fung Fuk Tin, the second defendant, and the managing partner of the Kwong Sang firm. He spoke to the "Two Girls" trade-mark being his property and gave the date of its registration.

Further statements made by this witness brought the Court to the fifth adjournment. Resuming, Mr. Slade started to cross-examine the witness. In answer to questions he said that the trade-mark he used for olive oil had the "Two Girls" on the label, but was void of all scroll work. Only his Florida water and hair oil labels had the fringing and scroll work. The amount of hair oil he sold, in comparison to his sales of Florida water, was very small. He knew that Lanman and Kemp were the original manufacturers of Florida water. On the Chinese label at the back of his bottle there appeared a statement to the effect that his Florida water was the best made by himself for a number of years. That did not convey to his mind that his Florida water was made from Lanman and Kemp's recipe.

Sir Henry—How could it be made from Lanman and Kemp's recipe when it is a secret?

Mr. Slade—Your firm has only been started for two years. And what do you mean when you say that the Florida water had been put to a severe test for many years? Does that not suggest to you that you had Lanman and Kemp's recipe?

Witness—No. We have only started business two years, but we meant to convey by the label that we have been doing business many years, and henceforth.

The Chief Justice—Looking into the future, Mr. Slade—In twenty years' time it would still be "many years?"

The reply was inaudible.

How many bottles of Florida water does your firm sell a year?—I cannot say straight off.

Well, within a thousand—10,000 dozen per year.

What was your sale the first year?—400 to 500 dozen bottles.

Do you know how Florida water is made?—Yes.

Is it made from flowers?—No.

Sir Henry—From chemicals.

Mr. Slade—We are not chemists.

Witness in answer to the question stated that Florida water was made with chemicals.

And why in your advertisement you state that the water was made from the choicest flowers?—No answer.

Merely a figure of speech, was it not?—Yes. If you had used another kind of label for your Florida water, do you expect you would have had such sales?—I think so.

Why did you select such a label?—I did not do it.

Why did you choose that particular label for your own, when there were others to select?—I did not choose it.

You were not compelled to buy that label?—No. You might have bought another kind of label?—Yes. Then why did you follow this label?—I did not follow it. When printing our label we gave the artist to understand that two little and two flags must appear on the label. We left the bordering to him.

But you said before that you gave him "Lanman and Kemp's label" to draw from?—No. The label was given for the size.

The Chief Justice—When you gave the two girls to the artist to design why did you want a border?—All Florida water bottles have borders I think it is necessary.

Why do you think it is necessary?—Because it is "flower water."

Is it because all Florida water bottles have floral designs?—Yes.

Did you specially give instructions to have the label bordered?—No. I gave instructions for a fancy label.

Mr. W. G. Humphreys said he had been doing business in the Colony for 27 years. He knew a perfume called Florida water, the name of which did not belong to any one person. There were many kinds of Florida water sold. He imported Florida water from time to time since his business career. He imported several brands of Florida water, American, German and French, but not that of Lanman and Kemp, and there had been no question. The "get up" of those were the same as Lanman's. He never imported Florida water in other than the familiar bottles.

The examination was still proceeding when our representative left the Court.

The jury men empanelled were:—Messrs. W. C. Logan, (foreman), F. G. Chuan, H. J. Stephens, Geo. Hunter, E. B. Raymond, John Lemm and R. Pestorji.

### BAD TRADE WITH THE ORIENT.

AMERICA BLAMES HERSELF, NOT THE JAPANESE.

With reference to the complaints which have been made to the Washington Government regarding the falling off in American trade in the Far East, it is officially confirmed that the United States is losing its foothold in the Orient.

The loss in trade, however, is not charged to Japan, and is declared to be rather the effect of the growing tendency towards Government interference at home with rates.

It is pointed out, for instance, that five years ago flour in barrels was being shipped to the Orient from the North West States and baled cotton from Texas, while steel rails were sent from Pittsburgh. These shipments were possible because of the exceedingly low ocean freight rate and through railroad combination. Now, however, this rate has been condemned by the United States courts as a conspiracy against trade development, and the trade has been abandoned.

EFFECT OF RATE REGULATIONS.

While characterized as the domestic war against the Standard Oil Company, which is credited with having the largest eastern trade of any American enterprise, is asserted to have had a disastrous effect in the Orient; while the tobacco and cotton goods trades have also been dealt heavy blows through railroad regulation here.

It is believed that Japan can have no great difficulty in justifying everything she has done in Manchuria, although she has obtained many valuable concessions, through which her control of the railway and telegraphic facilities has been rendered practically complete. This control is known to be used primarily in the interests of Japanese traders, and to be employed to the detriment of foreign competitors.

NO PRESSURE ON JAPAN.

These disadvantages are, of course, felt by American traders as well as by those of other nations; as the trade of Great Britain, Germany and other countries is more extensive than that of the United States. As these nations are what is termed "highly commercially organized," it would not surprise American diplomacy to hear of protests in those quarters against Japanese aggression.

It is pointed out that there is nothing in Mr. Hay's promulgation of the open door policy which partakes of the nature of an agreement with any nation looking towards its maintenance, and it is, therefore, predicted that should any combination arise, any protests be made, or any movement be initiated by foreign nations, the support which would be given by this country would not be more than of a moral character.

### U. S. NAVAL PROGRAMME.

PRESIDENT ROOSEVELT'S PROPOSAL REJECTED.

Washington, April 18.

In a stirring message to Congress, President Roosevelt urged the immediate construction of four battleships of the largest class, modelled after the Dreadnought type but even more powerful. He argued that arbitration is unreliable in the maintenance of peace and that until some international tribunal with compulsory powers should be established there would be no assurance in arbitration of a preventive of war.

Reference was also made to the utility of the scheme based upon the limitation of armaments as submitted by England to the Hague.

The President further declared, urging the two battleships programme yearly, saying it is altogether inadequate to meet the needs of the situation. The United States found on two oceans and it was counting international treaties to be too weak to resist it. In this connection the President cited the example of China, who found in his recent contemptuous attitude over the *Taipei Maru* incident.

As an example of the Chinese attitude of submission as a result of a defeat at any one battle.

In spite of the powerful support of the President's message Congress has rejected his proposal, the vote standing 101 to 97 for the construction of two battleships.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## EMPEROR KWANG SU ILL.

## CHINESE PHYSICIAN SUMMONED.

[By courtesy of the "Sheung Po."] Peking, 23rd April.

The Emperor is ill with swollen legs and is unable to walk.

His Majesty yesterday summoned a Chinese physician to the Palace to attend him.

## IMPRISONED CHINESE EDITOR.

## STARVING IN PRISON.

[By courtesy of the "Sheung Po."] Peking, 23rd April.

Tong Kai-sing, the manager of the Chinese newspaper who was recently sentenced to undergo a term of two years imprisonment, has declined to take any food since his incarceration, notwithstanding the persuasion of his gaolers.

## COMPULSORY EDUCATION.

## INSTRUCTIONS TO THE PROVINCES.

[By courtesy of the "Sheung Po."] Peking, 23rd April.

The Board of Education has issued instructions to the authorities in the Provinces to institute a system of compulsory education within the territories under their administration.

Peking, 23rd April.

The Imperial Government has instructed all Tartar Generals to compel all Banner-men to send their children, above eight years of age, to school. Failing obedience to the Imperial command, the fathers and elder brothers will be punished.

The Tartar Generals are also directed to establish manufactories for the teaching of industrial trades to the Bannermen.

## CHINAMEN IN DUTCH COLONIES.

## ALLEGED ILL-TREATMENT.

[By courtesy of the "Sheung Po."] Peking, 23rd April.

The Chinese residents in Dutch Colonial possessions having complained of alleged ill-treatment by the Dutch, the Waiwapi has placed itself in communication with the Dutch Minister at Peking with a view to reforms being introduced in the treatment of Chinese subjects.

## NATIONAL BANK OF CHINA.

## THE NOTE ISSUE.

[By courtesy of the "Sheung Po."] Peking, 23rd April.

In reply to inquiries, Viceroy Tuan Fang has informed the Chinese Government that the proposed rejection by the foreign Banks in Shanghai of the notes issued by the National Bank of China, has been abandoned.

## Obituary.

London, 22nd April.

The death of Sir Henry Campbell-Bannerman is announced.

Later.

## Shipments of Gold.

New York advises that shipments of gold to Europe have recommenced, and that \$3,500,000 are going to-day.

## The Telegraph Conference.

Mr. Sydney Buxton, Postmaster General, in a letter, says that he has no intention of supporting any proposal at the Telegraph Conference for the withdrawal of artificial code words, but he expects all concerned to co-operate in keeping the privilege within reasonable bounds.

SLOT machines for dispensing postage stamps have been in use in Europe for some time, but our postal authorities do not take kindly to them because they fear that they will be abused by having bogus money imposed upon them. It is possible that something of the sort might result, but experience has demonstrated that machines containing things calculated to tempt petty thieves far more than postage stamps, possibly could have been successfully used in this country. Sir Gilbert's law regulating the use of the machines, and a reasonable degree of watchfulness would in all probability reduce pilferage to a minimum, and permit the introduction and retention of a useful automatic system.

## JAPANESE SQUADRON IN MANILA.

## PRAISE FOR CITY.

Rear-Admiral Yoshimatsu and his officers and the people of Manila have a common subject on which they can unite. The most enthusiastic of the Japanese cannot be more enthusiastic over the beauties of the Last City than the Japanese Admiral and his men. Last evening, says the *Cebu Times* of 21st inst., after the brilliant reception at the Army and Navy Club, the first of a series of sumptuous entertainments to be given in honour of the distinguished visitors, the Admiral and his officers were permitted the first moment of rest they had enjoyed since coming ashore at an early hour yesterday morning. The representatives of His Imperial Majesty's navy put in about the busiest day they have had since leaving Japan yesterday.

The Admiral and his officers started their tour of sight-seeing at a very early hour. They met the Governor General soon after his arrival yesterday and after exchanging greetings were driven to the terminal cigar factory where Dr. Bautista and his associates made them happy for an hour or more. The visitors were shown through the factory and were then given a light luncheon. Under the guidance of Colonel Harbord the party, which included the Admiral, his staff and the captains and executive officers of the fleet, made a tour of the city in carriages and then repaired to the Army and Navy Club where they were the guests of Colonel Harbord at luncheon. After luncheon a launch was boarded and the entire party journeyed to the headwaters of the Pasig. On the return journey a stop was made at Fort McKinley, where the Admiral reviewed the troops and was afterwards entertained at a reception in Schofield Hall. From McKinley the party proceeded in a special car furnished by the street railway company, to the residence of the Japanese Consul-General on Calle Iris, where another reception was held; this time the Japanese citizens of Manila greeting the representatives of their fatherland. At nine o'clock last evening a brilliant reception was given at the Army and Navy Club in honour of the visitors. The Governor-General, General Weston and many distinguished officials were present to do honour to the visitors. All were invited to the reception and practically all of them attended.

To-day Admiral Yoshimatsu and his officers will go again to Fort McKinley and spend a little time on the target range. Tomorrow the midshipmen will go to McKinley and watch the target practice and in the evening an entertainment will be given on board the flagship. Thursday evening the Governor General will give a dinner in honour of the visitors and on Friday the fleet will sail for the China coast.

From what can be gathered from conversations with the officers of the Japanese fleet, it is apparent that the people of Japan are preparing to give the battle-ship fleet a rousing reception on its arrival in Japan. The officers were all anxious to know of the progress of the fleet and the probable time of its arrival in Japan and all expressed satisfaction with the arrangements that have been made.

"There are no people on the face of the earth that have a more intense admiration for the American people than the Japanese," said one of the officers yesterday. "All of the people know and respect the Americans. There is not a child in the empire but knows the story of Commodore Perry and reveres and respects his memory. There can be no trouble between the two nations as long as such a feeling exists and this is the feeling that permeates all the people. We have a few fire-eaters, fanatics, the same as the United States. But these do not represent the true sentiment of the people. The United States has done much for us. We have fifteen officers of our navy who were educated at Annapolis. One of them, a graduate of the class of 1900, is the flag lieutenant of Admiral Yoshimatsu, Lieutenant Viscount Tamura. Another is at the present time the commanding officer of the biggest navy yard in Japan. The reception we have been given by the people of Manila and the Government officials has been overwhelming. We cannot express our appreciation more strongly."

"Good work!" exclaimed Lieutenant Tamura when informed that Admiral Wainwright would probably command the battle-ship fleet when it came to the Orient. "I know him well at the academy. He was superintendent and is a great man. He will make a fine officer and will give us a great deal of pleasure to extend him a welcome to our land. We are intending to do the best we can to make your first happy during his stay in Japan."

"I knew Admiral Evans well and am sorry to hear that he is ill—too ill to bring out the fleet—Japanese naval officers would have given much to be able to tell him how much they admire him and his career in the navy." Lieutenant Tamura is a modest unassuming young man, and talks English like a native. He was famous at the naval academy for his magnificent gymnastic work. He was a member of the Annapolis fencing team and was regarded as one of the best swordsmen who ever came to the Academy. He was a classmate of Director Frank Helm of the Bureau of Navigation, of Lieutenant Sparrow, U.S.N., Assistant Director of the Bureau, and of Lieutenant Mannix, flag lieutenant to Admiral Hemphill. He played baseball and football at Annapolis and was at one time considered as a promising player for the Academy team. The fleet has 172 midshipmen who were graduated from the Japanese naval academy in November and started on this cruise before being commissioned as ensigns in the navy. Among the midshipmen aboard is one member of the royal family of Japan, whose rank as a midshipman precedes his receiving the honours to which his birth entitles him however.

The ships on which the midshipmen are making their cruise are among the famous in the history of Japan. They were constructed just before the memorable war with China fifteen years ago and all of them were in the battle of the Yalu, the first fight with modern war vessels in naval history. The first of the fleet, the second in naval history, was flagship of the Japanese admiral in that battle. During the war with Russia they were used as dispatch boats.

## FIRE IN MANILA.

## EXTENSIVE DAMAGE.

A fire that threatened for a time to reach the Excelsior, raged last night on Calle David, reports the *Cebu Times* of 19th inst. The fire started in the bedrooms of the Cosmopolitan Furniture Company, the entrance of which faces Calle David. It seems that the flames started in the upper story, and when the alarm was turned in over box No. 12 the fire had apparently been raging already for several minutes.

The fire department responded promptly, and there were altogether assembled on the scene 4 engine companies, 2 chemical companies, 1 ladder company and an aggregate supply of 4,000 feet of hose, from Santa Cruz San Nicolas, Intramuros and Tandayag stations. Under the personal direction of Fire Chief Dingman the situation was well in hand in less than half an hour, and although the flames continued to break out again through the roof and windows the efforts to limit their scope to the smallest possible space proved altogether successful.

Chief Harding and Assistant Chief Green, of the police department, took personal command of the police force, while members of the secret service department kept a sharp lookout for prospective offenders.

Superintendent Hansen, of the street car company, introduced for the first time horse jumpers and thus kept up an uninterrupted traffic along the Calle David. The damages are estimated by Mr. Bichrach, the proprietor of the Cosmopolitan Furniture Company, to approach the 100,000 pesos mark, and he states that only half of this amount was covered by insurance.

Iud praise was given to the heroic efforts of the fire department by Mr. Anderson, of the Manila S. M. Co., and Mr. Arthur Cohn of The Nobby, whose properties were for a few moments in danger.

## THE TELEGRAPH TROUBLE IN CALCUTTA.

## TELEGRAPHISTS OBJECT TO LONGER HOURS.

Calcutta, April 23rd.

The accumulation of messages in Calcutta has increased now to quite 8,000 inland messages and 700 foreign messages undepatched. Some thousand messages were despatched by post to-day to Rangoon, Dacca, Bankipore and Gauthai. The loss and inconvenience occasioned in commercial circles is immense.

There is a rumour that it is intended to revert to the old system of watches.

THE BRITISH CHAMBER OF COMMERCE.

Calcutta, April 23rd.—The British Chamber of Commerce has opened communication with the Secretary, Commerce and Industry Department, intimating that the position in the Telegraph Department, Calcutta, has assumed a serious character, business being entirely disorganised on account of the delay in the transmission of messages.

The Government propose to take with a view to bring about a settlement. They strongly deplore the introduction of changes at the present time, when discontent is prevalent among the staff. Moreover, they consider it to be most desirable that any such changes whenever introduced should be under the direction of the permanent officers of the Department only.

THE TELEGRAPH SIGNALERS' GRIEVANCES.

A fresh trouble, as indicated in Tuesday's *Statesman*, has arisen in connection with the signalling staff of the Government Telegraph Department. The settlement of the question of pay, leave, allowances, etc., being under consideration and awaiting the final orders of the Sec. of State, the men had consented to work till such time as Mr. Milroy's decision was made known. Meanwhile, the superior officers, with the help of Mr. Newlands, the English expert, were concerned about sundry working details of the offices all over India, having for their object, as it is said a better, quicker, and more organised and regular system of work. One of these details was the fixing of the men's watches. Under the system, which has hitherto prevailed, the watches did not exceed seven hours' continuous work, and every third day each man had 9 hours off.

Mr. Newlands, it is said, did not consider this a very efficient arrangement, and proposed in its stead a continuous eight hours' duty, day and night. This, it is said, will involve men coming to work at all hours, sometimes very inconveniently, as, for example, coming on duty and getting off at 2 a.m., and so on. The night turns especially were considered not only long but calculated to upset the domestic arrangements of the men, many of whom, for want of suitable accommodation in town, have to reside in such distant localities as Entally, Sealdah, Balaichana, and elsewhere. As these watches were certain to upset all their arrangements, besides depriving them of the old time 29 hours' rest, the men demurred to the arrangement and protested against it.

As the arrangement involved every office in India, the feeling against the introduction of the new watches was not confined to Calcutta, but was as strong, if not stronger, in the Rangoon, Bombay, Karachi, and other offices. At the three latter stations at least the feeling is stronger than in Calcutta, and communications have for the past few days been passing between the men of the various offices, who have all sent in strong protests. The younger hands at all stations are so dissatisfied with the watches that they were for adopting drastic measures if they were carried into effect.

The new system was to come into force at midnight on the 1st instant and from the temper of the hands at the Rangoon, Bombay, and Karachi offices trouble was anticipated.

Felix Mollin, an anarchist shoe-maker, has been arrested at Seville for secretly burying 16 out of his 21 children in their infancy. Mollin has been following this course for the past 30 years.

## IN A LEPER HOSPITAL.

## THE LAZARET AT LITTLE BAY.

## SILVER LINING OF AFFLICTION.

Under the shadow of the heavy rock-framing of the stable beach of Little Bay, a man—a Japanese—leaned solitary and gazed away across the long sea. His reverie was disturbed by the crunching of the sand beneath the feet of the doctor and the pressman.

"Well, Charlie," said the doctor, "how do you feel to-day?"

Then the vision that had come to the lonely man beneath the rock bubbled to his tongue, not in complaint against Fate, not in anger against the law of his fellows, who had for their own protection cut his life into a very, very small a square, but with a bravery beside which the desperate deeds of men swept suddenly to a combat with death, shall take brief applause from the writer's feelings. For this man was a leper, and side by side he had paced with that terrible disease for about 30 years. In the shadow of the rock he saw with the eye of memory the days when the world was wide; he saw life as we see life, and find it good. He spoke of home and none shall understand home until it lies across the horizon of human reach of his people, his father.

"I'm tired," he said. "I like to go home, doctor. I been here a long time now."

With kindly, bracing words, the medical man spoke to him. "Why, Charlie," he exclaimed, "you're all right with us. You're well now, you know; and you're happy, aren't you?" He drew a picture of the difficulties that might face a long-forgotten man returning to his native country—the scattered or dead family, the strange, unsympathetic faces.

"Oh, yes," said the unfortunate fellow in the shadow, "perhaps all gone. I happy here—plenty friends, good clothes, and plenty tucker." He straightened himself upon the sun-brightened sand, and the mood passed.

By courtesy of the Board of Health, a representative of "The Sydney Daily Telegraph" was visiting the leper lazaret at Little Bay, accompanied by Dr. Wallace, the resident medical officer of the institution.

With feelings anything but anticipatory of pleasure, the newspaper man looked across to where, in a sheltered valley, the leper hospital lay. The preconceived notion that had been borne of perhaps ignorant and ill-put accounts of leprosy, was responsible for a desire to escape any association with the place—to offer an excuse and fly.

But here was a medical expert, who talked of the disease with apparently little concern, and pondered the well-set rows of cottages, half-hidden in greenery, flower-touched, and foot-swept by the cool, sweet sea, disarmed fear of distressful sights. Probably nowhere in the world is there a hospital for these unfortunate people so charmingly situated. More, it is doubtful if there is one so conveniently or healthfully placed.

As he walked along the grassy paths that split the grassy plain into flower beds apart, and his eye swung right and left for the sights that his mind had built for itself in anticipation. There was no sign of them. At the first cottage in the row he, with the doctor, walked inside and looked it over. There were two rooms—bedroom and sitting-room—each 14 ft. by 11 ft., well lighted, and ventilated. Now, to some extent, the comfort that comes from tidiness in these rooms depends upon the inmate just as it does in the ordinary life of the average citizen. The State gives each inmate what may be said to be a little house of two rooms to himself. It is furnished in one room with bed and bedstead, as clean and white, with counterpane and mosquito netting, as would be found in the average hotel, with the usual bedroom necessities, and in the other room, with a table and table-cover, chairs, etc. Upon the floors is linoleum, on the windows curtains, and here and there are flowers in vases, photographs, pictures, and knick-knacks upon brackets or mantelpiece, as the varying individual tastes dictate. Here is no hard and fast rule as to the setting of a room, prerogative that would smother or leave unimpeded the smallest individual inclination or taste—that is, as ordinary inclinations and tastes go. Clean and wholesome these little terrace houses are, their occupants being to all intents and purposes their absolute owners, with right to prevent intrusion and to deck them or refurnish them to their own liking and without interference.

Turning into a by-pathway, the visitor came upon a sunny corner, wherein two men were busy at carpentry. A swishing plane chirruped cheerily, and the blue smoke of a tobacco pipe curled lazily above the industry.

"Well, how are you feeling now?" asked the doctor.

The sick (?) man ceased the swing of his shoulders to give a hurried "good-day," and then turned to his plane again. His body, clean and healthy to look at, rose and fell in regular swells. "I feel," he said, "as if I—cold—back—out-of-my-skin."

Further along the terrace was one who moved briskly with a long soaking garden hose across his shoulders. His business for the time being lay with the garden, and it had his whole attention. "Day, doctor," he said, as he passed to where the flowers drooped for the drink. He heard him whistling as he walked the hose.

And we came upon the sounds of much activity. From an open door came the soft slapping, slap-slap of brushes, and there, upon a platform-like scaffolding, were two who panned a ceiling. Below them, with eye and hand critically, as a foreman watching an important job, sat a young man in his shirt sleeves. No sign there of brooding trouble. It seemed to be everybody's busy day, and the leper man began to be overcome with a greatness to sell as axes and cut up timber and dig something, or dig a big hole in the earth. The environment was clamorous for more.

(Continued on page 3.)

## To-day's Advertisements.

## HONGKONG HOTEL.

—MENU— SATURDAY, 25th April, 1908.

## DINNER.

HORS D'OEUVRES: Windsor Canapés.

## SOUP: Mock Turtle.

## FISH: Smoked Garoupa and Butter Sauce.

## ENTREES: Victoria Cakes and Tomato Sauce.

Baked Sheep's Head and Fiquante Sauce.

Monglas Patties.

## CURRY: Malay.

## JOINTS, &amp;c.: Roast Sirloin of Beef and Horseradish.

Roast Capon and Celery Sauce.

Boiled Leg of Mutton and Capers Sauce.

Cold Potted Corned Beef and Mixed Salad.

## SWEETS: Bread and Butter Pudding.

Nesselrode Ice Cream and Finger Cakes.

Peach Tart.

Topsy Cake.

## DESSERT: Fruit. [445]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

## THE Company's Steamship.

## "HAIMUN."

Captain A. J. Robinson, will be despatched for the above Ports on TUESDAY, the 18th inst., at 11 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK &amp; Co., General Managers.

Hongkong, 24th April, 1908. [446]

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship.

## "CATHERINE APCAR."

Capt. W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 18th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON &amp; Co., LIMITED, Agents.

Hongkong, 24th April, 1908. [444]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer.

## "SUMATRA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named steamer are hereby informed that their Goods are to be landed at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 24th April, 1908. [447]

## FROM EUROPE.

## THE H. A. L. Steamship.

## "BRISCAVIA."

Captain Girstenbrau, having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TONDAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd April, at 3 P.M.

No Fire Insurance has been effected.

## HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 24th April, 1908. [445]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....\$1,250,000)

Loans on Mortgage of House Property, &amp;c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

## THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &amp;c.

Undertaken and Executed.

SHEWAN TOMES &amp; Co., General Managers.

Hongkong, 24th March, 1908. [448]

## Entertainments.



## THE

## ROBINSON PIANO

## CO., LD.

## AGENTS

FOR THE

## FAMOUS

## "VICTOR"

## TALKING

## MACHINES.

## A comprehensive stock

OF

## MACHINES &amp; RECORDS.



Hongkong, 27th February, 1908. [45]

## LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m.	7.30 a.m.	9.30 a.m.	Every 15 minutes.
9.30 a.m.	10.30 a.m.	11.00 a.m.	Every 15 minutes.
11.30 a.m.	12.45 p.m.	1.15 p.m.	Every 15 minutes.
1.45 p.m.	1.55 p.m.	2.15 p.m.	Every 15 minutes.
2.45 p.m.	2.55 p.m.	3.15 p.m.	Every 15 minutes.
3.45 p.m.	3.55 p.m.	4.15 p.m.	Every 15 minutes.
4.45 p.m.	4.55 p.m.	5.15 p.m.	Every 15 minutes.
5.45 p.m.	5.55 p.m.	6.15 p.m.	Every 15 minutes.

## NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

## SATURDAY.

8.00 a.m.	9.00 a.m.	Every 15 minutes.
9.00 a.m.	9.30 a.m.	Every 15 minutes.
9.30 a.m.	10.30 a.m.	Every 15 minutes.
10.30 a.m.	11.00 a.m.	Every 15 minutes.
11.45 a.m.	12.00 noon.	Every 15 minutes.
12.00 noon	1.00 p.m.	Every 15 minutes.
1.00 p.m.	2.00 p.m.	Every 15 minutes.
2.00 p.m.	3.00 p.m.	Every 15 minutes.
3.00 p.m.	4.00 p.m.	Every 15 minutes.
4.00 p.m.	5.00 p.m.	Every 15 minutes.
5.00 p.m.	6.00 p.m.	Every 15 minutes.

## NIGHT CARS as on Week Days.

## SATURDAY.

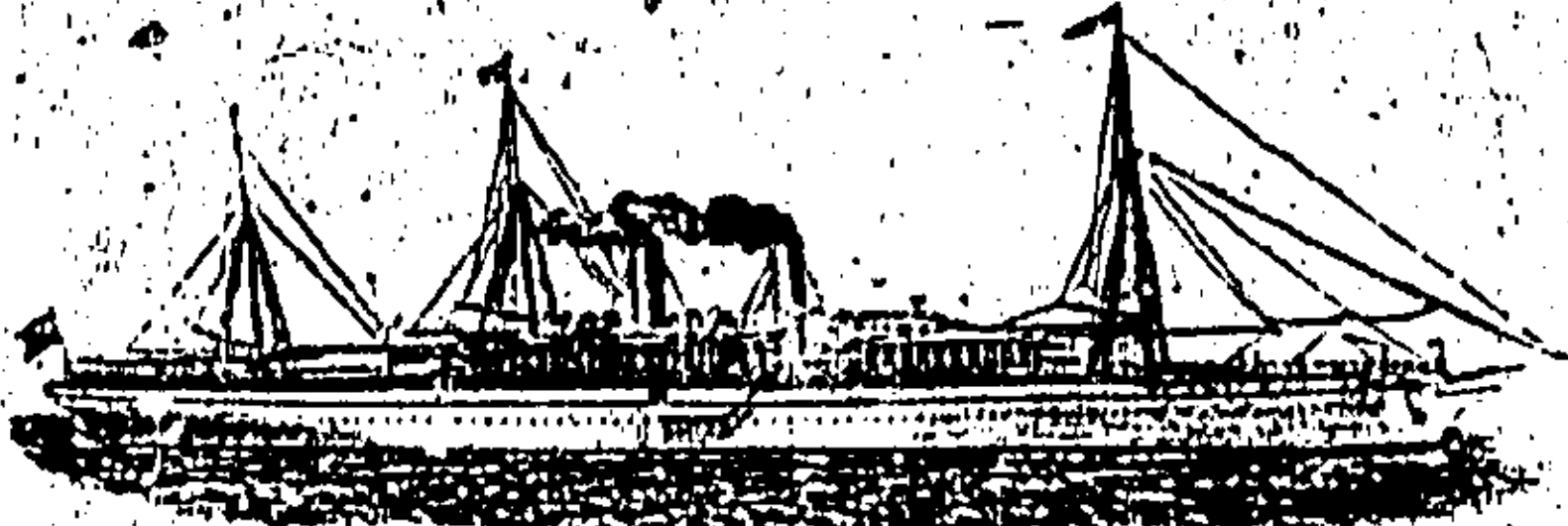
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des V



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

Table with 4 columns: Ship Name, Tons, Leave Hong Kong, Arrive Vancouver. Includes ships like EMPRESS OF JAPAN, GLENFARG, etc.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Fast Mail Steamships, 14,500 tons register. The through passage to LIVERPOOL, being 22 days.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

Table with 4 columns: For, Steamship, On, and Return. Lists routes to MANILA, SHANGHAI, SINGAPORE, etc.

Telephone No. 61. JARDINE, MATHESON & CO. LTD.

CHINA NAVIGATION CO., LIMITED.

Table with 4 columns: For, Steamers, To Sail, and Agents. Lists routes to SHANGHAI, HOIHOW, etc.

Butterfield & Swire, Agents.

HONGKONG—MANILA. Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Table with 5 columns: Steamship, Tons, Captain, Ports, and Sailing Dates. Includes ships ZAFIRO and RUBI.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP CO. FOR NEW YORK. (With Liberty to Call at the Malabar Coast).

LOWTHER CASTLE. To sail On or about the 31st May, 1908. For Freight and further information, apply to SHEWAN TOMES & CO., General Agents.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship "EMPIRE," Captain Helms, will be despatched as above TO-MORROW, the 25th April, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, etc., etc., throughout the voyage.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "JAPAN," Captain J. G. O'Brien, will be despatched for the above Ports TO-MORROW, the 25th April, at 3 P.M.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAITAN," Captain J. S. Roach, will be despatched for the above Ports, on SUNDAY, the 26th instant, at 10 o'clock A.M.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "YARRA," Captain S. Lillier, will be despatched for the above Ports on or about MONDAY, the 27th inst.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

FOR BOSTON AND NEW YORK: S.S. "SIKH" ... 28th April, 1908. S.S. "SATSUMA" ... 9th May, 1908.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship "CLAN MACMILLAN" will be despatched for the above Ports on the 7th May, 1908.

"SHIRE" LINE OF STEAMERS; LTD. FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "DENBIGHSHIRE" will be despatched for the above Ports, on or about the 15th May, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers "KWONG TUNG" ... Capt. H. W. Walker. "KWONG SAI" ... Capt. E. S. Crow.

YUEN ON S.S. CO., LTD. and SHIU ON S.S. CO., LTD. No. 8, Queen's Road.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, LONDON AND LONDON.

THE Steamship "DEVANHA," Captain T. H. Hyde, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 26th May, at Noon, taking Passengers and Cargo.

THE Steamship "DEVANHA," Captain T. H. Hyde, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 26th May, at Noon, taking Passengers and Cargo.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Table with 4 columns: Steamer, Tons, Captain, Sailing. Includes ships Kumeric, Shantung, etc.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHTING.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to DODWELL & CO., LIMITED.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE VIA JAPAN PORTS.

(KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail.

KASATO MARU ... 5,100 ... To sail.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to K. MATSUDA, Manager.

Hongkong, 6th April, 1908.

THE NEW FRENCH REMEDY.

TRADE MARK. THERAPION.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, etc., is a medicine of the kind, and surpasses every other.

THERAPION No. 1. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 2. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 3. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 4. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 5. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 6. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 7. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 8. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 9. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 10. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 11. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 12. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 13. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 14. In a few days, it removes all diseases for which it has been found to be a remedy.

THERAPION No. 15. In a few days, it removes all diseases for which it has been found to be a remedy.

HONGKONG AVERAGE MARKET PRICES.

Corrected 16th April, 1908.

BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa ... 18. Corned—Ham Ngau Yuk ... 18.

Roast—Shiu ... 18. Breast—Ngau Lam ... 15.

Boop—Tong Yuk ... 15. Steak—Ngau Yuk Pa ... 18.

Sirloin—Ngau Lau ... 26. Sausages—Ngau Yuk Chau ... 10.

Bullock's Brains—Know ... per set. Tongue fresh—Ngau Li ... each.

Head—Ngau Tau ... 50. Heart—Ngau Sum ... per lb.

Hump, Salt—Ngau Kin ... 18. Feet—Ngau Keok ... each.

Kidneys—Ngau Yiu ... 10. Tail—Ngau Mei ... 12.

Liver—Ngau Con ... 17. Tripe (undressed)—Ngau To ... 7.

Calves' Head and Feet—Ngau-chai-tau-keok ... set \$1.00.

Mutton Chop—Young Pai Kwat ... 22. Leg—Young Pei ... 22.

Shoulder—Young Shau ... 22. Pigs' Chittlings—Chi cheung ... 23.

Brains—Chi Know ... per set. Feet—Chi Know ... 2.

Fry—Chi Chak ... 15. Head—Chi Tau ... 7.

Heart—Chi Sum ... each. Kidneys—Chi Yiu ... pair.

Liver—Chi Kon ... 28. Pork Chop—Chi Pai Kwat ... 23.

Corned—Ham Chu Yuk ... 23. Leg—Chu Pei ... 23.

Fat or Lard—Chu Yau ... 18. Sheep's Head and Feet—Young Tau ... 50.

Keok ... set. Heart—Young Sum ... each.

Kidneys—Young Yiu ... 6. Liver—Young Con ... 22.

Sucking Pigs, To Order—Chu Chai ... 22. Suet Beef—Sang Ngau Yau ... 20.

Mutton—Sang Young Yau ... 24. Veal—Ngau Chai Yuk ... 20.

Sausages—Ngau Chai Yuk Tong ... 20.

POULTRY.

Capon, Large, Small—Siu Kai ... 30. Ducks—Ap ... 24.

Doves—Pan Kau ... each. Eggs, Hen—Kai Tan ... per doz.

Fowls, Canton—Kai ... 30. Hainan—Hoi Nam Kai ... 32.

Geese—Ngo ... 20. Wild Shanghai—Sheung Hoi Ye ... 20.

Geese, Wild ... pair. Musk Deer—Wong Keng ... each.

Hare—Tu Chai ... 25. Partridge—Che Khoo ... each.

Pheasant—Shan Kai ... pair. Pigeons, Canton—Pak Kup ... each.

Hoihow—Hoihow Pak Kup ... 28. Quail—Un-Chun ... 24.

Rice Birds—Wo Fa Cheuk ... dozen. Snipe—Sa Chui ... each.

Turkeys, Cock—Fo Kai Kung ... per lb. Hen—Na ... 40.

Wild Ducks, Shanghai, Sui-ap ... pair. Teal, Shanghai, Sui Ap Chai ... 10.

Wild Ducks, Canton—Sang Shing Sui Ap ... per pair.

FISH.

Barbel—Ka Yu ... 20. Bream—Bin Yu ... 12.

Canton Fresh Water Fish—Hoi Siu Yu ... 13. Carp—Li Yu ... 14.

Catfish—Chik Yu ... 14. Codfish—Mun Yu ... 13.

Crabs—Hoi ... 14. Cattle Fish—Muk Yu ... 14.

Dab—Sa Mang Yu ... 15. Dace—Wong Mei Lun ... 15.

Dog Fish—Tui Yu ... 18. Eel, Congor—Hoi Man Yu ... 16.

Fresh water—Tam Sui Yu ... 13. Yellow—Wong Siu ... 13.

Frog—Tien Kai ... 25. Garoupa—Sek Pan ... 25.

Gudgeon—Pak Kup Yu ... 13. Herrings—Tao Pak ... 14.

Halibut—Cheung Kwan Yu ... 14. Labrus—Wong Fa Yu ... 14.

Loach—Wu Yu ... 14. Lobsters—Lung Ha ... 20.

Mackerel—Chi Yu ... 20. Monk Fish—Mon Yu ... 18.

Mullet—Chai Yu ... 22. Oysters—Sang Hoo ... 22.

Parrotfish—Kai Kung Yu ... 16. Perch—Tao Loo ... 13.

Pike—Pau Poong ... 14. Placis—Pau Yu ... 18.

Pomfret, Black—Pak Chong ... 20. Pomfret, White—Pak Chong ... 20.

Prawns—Ming Ha ... 35. Ray—Pai Yu ... 10.

Rock Fish—Sek Kau Kung ... 25. Roach—Chun Yu ... 25.

Salmon, (Crown) fresh water—Ma Yan ... 12.

FRUITS.

Almond—Hung Yan ... 24. Apples, (California)—Kam San Ping ... 10.

Ko ... (Cheoloo)—Tin Chun Ping ... 35. Small—Hoi Tong ... each.

Custard—Fan Lai Chi ... each. Bananas, fragrant, Canton—Sang Sheng ... 3.

Hong Chiu ... 3. Chestnuts, Chinese—Fong Lut ... 10.

Carambola—Young Tou ... 10. Cocoanuts—Yeh Tau ... each.

Grapes—Siu Tai ... 15. Lemons, China—Ning Moon ... 18.

Amer—Kum San Ning Moon ... 22. Lichees, Small Stone—Lai Chi Coa ... 22.

Fresh, Lai Chi ... 10. Limes, (Saigon)—Sai Kung Ning ... each.

Moong ... 20. Mango, Manila—Lui Sung Moong ... 20.

Mango, Saigon—Sai Kung Moong ... 20. Mangosteens, San Chuk Tai ... doz.

Oranges, Tim Chang ... 8. Small—Tai Kut ... eachy.

Mandarin—Tim Kut ... 8. Olives—Pak Lam ... 10.

Passion Fruit ... each. Pears, (American)—Kam San Shut Li ... 10.

(Canton), Cooking—Sai Li ... 18. (Shanghai)—Sheung Hoi Li ... 10.

Peanuts—Fa Sang ... 10. Persimmons, Large—Hung Chio ... 10.

Pine-apples, 1st quality—Sheung Poon ... 10. Ti Pau-law ... each.

and cooking—Chung-tang ... 10. Paw-law ... 10.

Platane—Tai Chiu ... 10. Plums, Swatow—Hung Lai ... 10.

Pumelo, Siam—Chim Lo Yau ... each. Walnuts, Hop Tou ... 12.

Green—Sang Hop Tou ... 10. Shanghai Lo Kwai ... 10.

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah ... 6. Chi Chank ... 18.

Beans, (French) Macao—Oh Mooh Pin ... 18. Tau ... 18.

Beans, (French), Shanghai—Sheung Hoi ... 4. Pin Tau ... 4.

Beans, Sprout—Ah Chio ... 4. Beans, Long—Tau Kok ... 4.

Best Root—Hung Choi Tai ... each. Brinjals, Green—Cheng Yuen Ker ... 5.

Brinjals, Red—Hung Ker ... 4. Brassica—Pak Choi ... 4.

Bamboo Shoots—Chook Shun ... 4. Cabbage, Chinese, com.—Kai Choy ... 4.

Cabbage, Red—Kai Lan Tau ... each. Cabbage, (Shanghai)—Yeh Chio ... 8.

Cane Shoots, bunch—Kau Shun ... pair. Cauliflower, Large size—Tai Yeh Chio ... each.

Fa ... each. Cauliflower, Medium size—Cheung Yeh ... each.

Choi-fa ... each. Cauliflower, Small size—Sai Yeh Chio-fa ... 5.

Carrots—Kam Shun ... 5. Celery, Chinese—Tong Kan Choy ... 4.

Celery, English—Young Kan Chio ... 4. Celery, White—Pak Young Kan Chio ... 4.

Chillies, Dried—Con Lai Chiu ... 40. Red—Hung Fa ... 40.

Green—Cheng Lai Chiu ... 40. Curry Stuff, English—Ka Lee Choi Liu ... 8.

Cucumbers—Cheng Kwa ... 6. Blister Squash—Fu Kwa ... 10.

Garlic—Suen Tau ... 8. Ginger, young—Siu Tai Keung ... 8.

old—Lo Keung ... 6. Horse Radish, Shanghai—Lik Kan ... 30.

Indian Corn—Suk Mai ... piece. Lettuce—Young Sang Chio ... each.

Water Chestnuts—Ma Tai ... 6. Mandarin—Kwei Lum Ma Tai ... 6.

Musk Melon ... 6. Mushrooms, Fresh—Sang Cho Kho ... 6.

Onions, Bombay—Young Chung Tau ... 6. Green—Sang Ching ... 4.

Shal—Sheung Hoi Chung Tau ... 6. Japan—Yat Poon ... 6.

Okroes—Mo Ker ... 12. Parsley, English—Young Un Sai ... 8.

Gradus Pea ... 6. Green Peas—Cheng Tai ... 6.

Potatoes, Sweet—Fai Shu ... 3. Shanghai—Sheung Hoi Shu ... 3.

Tai ... 3. Japan—Yat Poon Shu Tai ... 3.

American—Fa Ki ... 3. Foochow—Fuk Chai Shu Tai ... 3.

Macao—Kwei Moon ... 3. Pumpkin—Toong Kwa ... 3.

Radish—Hung Lo Pak Tai ... 4. Rhubarb ... 4.

Shalots—Con Chung Tau ... 8. Spinage (Chinese)—Paw Chio ... 4.

Spinach—Yin Chio ... 4. Tomatoes—Fan Ker ... 4.

Taro—Wa Tan ... 4. Turnips, Pund (Long)—Low Pak ... 3.

English—Young Low Pak ... 3. Vegetable Marrow—Chik Kwa ... 3.

Water Cresses—Sai Young Chio ... 3. Callrops—Lau Koh ... 3.

Lily Roots—Liu Nuan ... 3. Yams—Tai Shu ... 3.

Sage ... 3. The prices are subject to change without notice, and the Sanitary Board has no responsibility for the same.

C. M. O. (Macao) ... 3.



## COMMERCIAL.

## TO-DAY'S EXCHANGE.

London-Bank T.T.	110 1/2
Do. demand	110 3/16
Do. 4 months sight	110 7/16
France-Bank T.T.	23 1/2
Do. demand	23 1/2
Do. 4 months sight	23 1/2
Germany-Bank T.T.	188
Do. demand	188
Do. 4 months sight	188
Shanghai-Bank T.T.	25 1/2
Do. demand	25 1/2
Do. 4 months sight	25 1/2
Japan-Bank T.T.	90 1/2
Do. demand	90 1/2
Do. 4 months sight	90 1/2
India-Bank T.T.	112 1/2
Do. demand	112 1/2
Do. 4 months sight	112 1/2
6 months sight L/C	110 9/16
6 months sight L/C	110 11/16
30 days sight San Francisco & New York	46
4 months sight do.	47
30 days sight Sydney and Melbourne	101 1/16
4 months sight do.	101 1/16
Bar Silver	25 1/2
Bank of England rate	25 1/2
Sovereign	10 1/2

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 24th at 12.05 p.m. the barometer has risen quickly on the N.E. coast of China, the depression having moved Eastwards towards the Sea of Japan.  
Pressure is relatively high over N. China, and the northern shores of the China Sea. It is still low along the Yangtze.  
Light variable winds may be expected in the Formosa Channel, and the N. part of the China Sea.  
The Japanese returns are not yet to hand.  
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, E. or variable winds, light; fair.  
2.—Formosa Channel, Variable winds, light.  
3.—South coast of China between Hongkong and Lamook, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

**Arrivals.**  
Nam Sang, Br. s.s., 4,035, P. M. B. Lake, 24th April, Yokohama via Kobe and Moji 20th April, Gen.—J. M. & Co.  
Haitan, Br. s.s., 1,183, J. S. Roach, 24th April, Fuzhou 21st April, Amoy 22nd, and Swatow 23rd, Gen.—D. L. & Co.  
Taming, Br. s.s., 1,316, A. Somerville, 24th April, Manila 21st April, Samar and Gen.—B. & S.  
Brigaviva, Ger. s.s., 4,163, G. Rittenbrun, 24th April, Singapore 18th April, Gen.—H. A. L.  
Sumatra, Br. s.s., 2,976, E. W. Bruce, 24th April, London 14th Mar., and Singapore 18th April, Gen.—P. & O. S. N. Co.  
Chiyeon, Ch. s.s., 1,178, C. Stewart, 24th April, Canton 23rd April, Gen.—C. M. S. N. Co.  
Kluikang, Br. s.s., 1,228, H. A. Wavell, 24th April, Canton 23rd April, Gen.—B. & S.  
Terge Elton, Br. s.s., 2,104, Thomson, 24th April, Newcastle 2nd April, Gen.—S. T. & Co.

**Clearances at the Harbour Office.**  
Toam, for Shanghai.  
Machow, for Swatow.  
Tahina, for Hong Kong.  
Triumph, for Hong Kong.  
Jacob Diederichsen, for Hong Kong.  
Phanang, for Bangkok.  
Brigaviva, for Shanghai.

**Passengers arrived.**  
April 24.  
Amir D. B. Bauman, for Shanghai.  
Suzuki, for Swatow.  
Machow, for Bangkok.  
Phanang, for Saigon.  
Shantung, for Hong Kong.  
Toam, for Shanghai.  
Denavon, for Shanghai.

**Passengers arrived.**  
Per Brinyang, from Singapore—715 Chinese.  
Per Namsang, from Japan—Miss Ashton, and Dr. Blanchard.  
Per Haitan, from Coast Ports—Messrs. Baker, Huthuesen, Lohut, and 93 Chinese.

Per Taming, from Manila—Lieut. and Mrs. A. J. Davis, Mr. N. Hayman, Messrs. F. de Almeida, J. Schluter, Lieut. D. Rhodes, Dr. and Mrs. E. Shaluch, Mrs. H. P. Sherman, Miss E. M. Sherman, Lieut. W. G. Roper, Mrs. K. L. Fisher, S. Kimura, Chan Kih J. M. Templeton, Isidoro Lim, Chan Gan Tong, Hago Lim and B. Skow.  
Per Sumatra, from London for Manila—Messrs. G. Allan and F. Hurst for Hong Kong—Mr. and Miss Shaw, Mr. and Mrs. Greig, child and amah, Miss Aldrich, 3 infants and child, Lieut. John White, R.N., Mrs. Keimpton and 3 infants, Messrs. J. Staples, E. F. Marshall, Lieut. V. R. Juice, Sergt. Major Williams, Messrs. F. Merchant and W. H. Patches, for Shanghai—Mrs. D. Brown, Mr. A. H. Leslie, Mrs. E. Turner, Sergt. Salis, Privates Taylor, Jack, Kingley, Reil, Mrs. Lyle and 2 children, Messrs. F. O. Reynolds, Dr. A. Lanz, Murra, Mrs. C. Mack, and Mr. L. S. 1th. For Yokohama—Messrs. J. Asgazi and Bond, and M. James. From Penang—Mr. and Mrs. Mitchell, for Hong Kong—Mr. and Mrs. Kong Ho Lyong, and 2 children. From Singapore—Mrs. A. B. Sillar, J. M. Brett, and Mr. and Mrs. J. Huang.

**Passengers departed.**  
Per Rabi, for Amoy—Mr. T. P. Mofley, and 3 Chinese. For Manila—Mr. and Mrs. C. D. Buck, Messrs. Cui Chi and Koon Koi Fok.  
Per Prins Waldegar, for Australian Ports—Mr. and Mrs. A. W. Brown, Mr. C. H. Brent, Mr. Enrique Harnery, Mr. and Mrs. B. B. Baker, Mr. and Mrs. D. D. Clark, Messrs. Duocan Clark, Mr. Messrs. Fisher, W. F. Frenzel, D. B. Harnison, Warner Kraft, Dr. and Mrs. Langhille, Miller, P. Morris, Thos. W. Newland, D. O. S. S. N. Co. For Penang—Messrs. A. Scheel, A. J. S. S. N. Co. For Yokohama—Messrs. J. W. Winsor, U. D. W. W. Winsor, G. B. W. Winsor, and Mr. Simon W. Winsor.

**Shipping Reports.**  
Sir, Brinyang, from Singapore: Had fair weather.  
Sir, Nam Sang, from Moji to Heilshau: Light variable wind, smooth sea, overcast misty weather: thence to Penang, light N.E. wind, moderate N.E. swell, fine and clear weather.

**Arrivals at Hongkong.**  
Sir, Haitan, from Fuzhou to Amoy: Light breeze and dense fog: Ymoy to Swatow, light N.E. wind, smooth sea and fine weather: Swatow to Hongkong, light N.W. wind, smooth sea and showery weather.

## VESSELS IN PORT.

**Steam.**  
Amiral Duperré, Fr. s.s., 3,144, Bataille, 22nd April, Singapore 14th April, Gen.—M. M.  
Bourbon, Fr. s.s., L. Bail, 15th April, Saigon 11th April, Gen.—Man Fat.  
Catherine Apcar, Br. s.s., 1,730, W. D. A. Thomas, 20th April, Calcutta 3rd April, Penang and Singapore 14th, Gen.—D. S. & Co. L. S.  
China, Br. s.s., 3,186, D. E. Friele, 14th April, 23rd, Yokohama 4th April, Kobe 6th, Nagasaki 9th, and Shanghai 11th, Mails and Gen.—P. M. S. S. Co.  
Chosun Maru, Jap. s.s., 1,314, T. Fusan, 23rd April, Fuzhou 21st April, Camphor, O. S. K.  
Daijin Maru, Jap. s.s., 1,001, Sakurai, 22nd April, Tamui via Amoy and Swatow 21st April, Gen.—O. S. K.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.

**Arrivals at Hongkong.**  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 883, O. Abrahamson, 22nd April, 23rd, Bangkok 22nd April, Ballast.  
Dagry, Nor. s.s., 88



